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SOURCE Rabotnishesko Delo.

INCREASE SPEED OF FREIGHT TRAINS

LOCOMOTIVE SETS RECORD -- Rabotnichesko Delo, No 105, 15 Apr 50

A group of engineers of the Plovdiv railroad yard had pledged to run locomotive No 2001 on a 24-hour trip covering 500 kilometers. The personnel of the Plovdiv Yard have now been commended for executing and surpassing the pledge, as follows:

A special freight train was loaded with 724 tons at 0045 hours on 12 April and dispatched to Stara Zagora, where it arrived at 0403 hours. Thus, the locomotive covered the distance of 10 ., kilometers in 198 minutes, at an average speed of 32.57 kilometers per hour, including stops, whereas the average speed, including stops of freight trains, established by the Ministry of Transportation was 14 kilometers per hour. The previous record on the Plovdiv-Stara Zagora line had been 18.75 kilometers per hour. Furthermore, the train carried an excess load of 39 percent, and stopover time amounted to 57 minutes.

After arrival in Stara Zagora, the locomotive was immediately refueled; the train was made up as No 433 and dispatched to Plovdiv at 0500 hours. It arrived at 0755 and, on this trip, developed an average speed of 36.85 kilometers including stops, with 627 tons of freight, or an excess of 22 percent over the norm. After a one-hour stop at Plovdiv, the train was made up again, this time with No 422, and sent back to Stara Zagora, where it arrived at 1220 hours. On this trip the distance was covered in 194 minutes, the average speed being 33.24 kilometers per hour, although the freight weighed 713 tons, or 40 percent more than the norm.

From Stara Zagora the train again returned to Plovdiv as No 437, with 738 tons of freight, exceeding the norm by 40 percent. From Plovdiv, it was dispatched back to Stara Zagora at 1715 hours and reached the latter at 2000 hours, covering the distance in 165 minutes, at an average speed of 39.09 kilometers per hour, with 796 tons of freight, or 52 percent in excess of the norm. Again the train returned to Plovdiv, reaching Manole railroad station at the end of its 24-hour tour of duty.

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Thus locomotive No 2001 traveled 616 kilometers in 24 hours. This record is all the more remarkable, considering that the longest previously recorded 24-hour trip covered 127 kilometers, and the previous average run of a locomotive at the Plovdiv railroad yard had been only 148 kilometers. The average speed, including stops, has thus been raised by 25.02 percent.

All trains have been running without cabooses.

NEW LOADING RECORDS -- Rabotnichesko Delo, No 106, 16 Apr 50

The highest loading record was scored on 14 April by a train of the Gorna Oryakhovitsa-Pleven line consisting of 70 cars and carrying 1,872 tons of freight, whereas the norm provided for only 1,200 tons. The train was driven by locomotive No 226. Dispatcher Nikola Dimov assured a clear track for the trip, which permitted the train to develop an average speed, including stops, of 19.5 kilometers per hour.

As a result of the propaganda campaign conducted among transportation workers, the 308 trains that had been run on this line by 14 April carried 68,722 tons in excess of the norm.

Exemplary switch installations have been established at the Gorna Oryakhovitsa, Strazhnitsa, and Kamenets railroad stations.

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